File no 1.
Sls. 1–15.

1837–38
(L. B.)

Works on the Agumbai Ghaut.

Indexed
Dn

No. 534- Extract from Minutes of Consultation dated 3d April 1838 in reference to Commissioner's letter dated 28th March 183[illegible]

No. 914- Extract from Minutes of Consultation dated 22d June 1838.

No. 53. Letter from Government of India dated 29th June 1840 in reply the Commissioner's letter dated 10th June 1840.

Letter from Captain Green dated 7th February 1840 announces the completion of Mysore portion of Angumbhy Ghaut.

Letter from Captain Green dated 5th May 1840 reports that the Canara portion of the Ghaut is completed.

No. 383. Letter from Chief Secretary to Commissioner dated 23d June 1840 acknowledges receipt of Commissioner's letter dated 11th Inst. reporting completion of Angumbhy Ghaut.

No. 368. Extract Minutes of Consultation dated 20th March 1841- From Commission dated 19th February 1841- No. 20-

No. 562- From Secretary to Government of India to Commissioner dated 22d [illegible] 1841

Captain Green Supt Engrs
Estimated 5th March 1842 as follo

No. 1.

Estimate for making 29- Mile 5- Fur 4
Yards rounds from Mulpoy
-war at the foot of the Anguin

No 510.

541

To

The Officiating Secretary

to the Commissioner for the Govt

of the Territories of the Rajah of

Mysore

Sir,

I have the honor to transmit

for the information of the Commissioner

the accompanying copy of a letter from

the Superintendent of Mahramut report-

ing on the state of the road between this

Town and Ayumbay which as well as

the Ghaut itself he examined at my

request with the view of ascertaining the

cost and practicability of making a good

and durable road on this most import-

ant line of communication with Canara

2. From the notes taken by

Captain Green he has calculated that

the

the road from Freemans to the top of the
hill the yearly
appeal amounting to $ 110. may be spared
so as to be a free road for wheel carriages
except between the 15th day of the 9th
of 9ber and 30 Jan'y
also an estimated cost of $140.
Which shall may and may be applied by
commissioners in the first instance and altered
to improve the communication of the county
on such line of proposed improvement than
by in his or his repairing parties as necessary
roads and I would therefore recommend
that the sum of 200 dollars appropriated
to the commissioners to be laid out in the
roads in their discretion in the present
season as may be deemed to necessary
Captain Crosses estimate not sufficient
3. Ordered that Power that
the clerk of the court will enter depositions
on the files and records of the indictment
for

by whom the labours of the men employed on it are immediately superintended, for Captain Green's notes though most valuable as showing the probable outlay required if directed by an intelligent Overseer will not serve to explain to the Amildars how the work should be done and the Superintendent can give little assistance in surmounting the obstacles which must inevitably occur in the progress of the work. This can only be done by a person on the spot and I fear that no native can be found possessed of the requisite qualifications.

4. Captain Green in his letter to you dated the 24th of January of which he has favored me with a copy, has ably explained the details of an arrangement which appears to be most judicious by framed for securing for a given outlay

the greatest amount of profit and with
decided ease. I think from what
that Captain Cook has taken up this
project and seems completely with the im-
pression for the introduction which long
thought that a time in him would be
found both possible and advantageous
to devote the whole of the necessary
portion of a large portion of the year
which are devoted for public work by
and what is of more importance, ensure
the completion of those works in the best
and most durable manner

I think to plan a portion
time are adapted for road making and
although it is proper that an
Government on the roads formed by
Captain Grant be employed by way of
experiment in the first instance on the
existing road some reductions however

may be found practicable in that scale: as for instance the Candachar Duffadar and Peons on the monthly pay of 58 Rupe can be supplied from the Deshams on the existing Establishment and possibly a lower rate of pay might suffice for the Vakeel and even the workmen I consider however that the Overseer or Clerk of the works as termed by Captain Green is indispensable and that salary should not be spared to procure the best man available for such a service.

6. Of the Ghaut itself Captain Green proposes to report again after a more minute examination, but in descending it together we observed enough to satisfy me that it possesses some advantages which cannot be found in any other of the passes into Canara. The distance from the top to the bottom is only about a mile and

from

from the commencement of the descent for some miles in land the road is comparatively level a circumstance which is very unusual near the western Ghauts. The number of large rugged stones and the steepness of the descent in some places render it impossible for bullocks to get down with a full load. The Merchants are consequently obliged to employ Coolies for the purpose which subjects them to great detention and expense. The hire for carrying down a bullock load of cotton is half a Rupee. If the repair of the Mysore half of the Ghaut be seriously undertaken I should hope that the Principal Collector of Canara will be induced to recommend the completion of the road to the Coast, a proposition which would probably be favorably received by the Madras Government.

I annex a memorandum showing

the number of Bullock loads of goods
several
which passed up and down the Ghauts
in the last year as entered in the Sayer
Accounts which is probably not above three
fourths of the actual number

8 On receiving Captain Greens
final report on the Ghaut I propose to
furnish a copy of it for the information
of the Principal Collector of Canara
as the survey will of course embrace
the whole of [redacted] about half
of which is in Canara.—

I have the honor to be
Sir
Your most obedient Servant

Alex Ries
Superintendent

Sheemoga 29th November
1839

Sheemoga Division
Superintendents Office

1834

Mayor's Office
No 2 1/2
Sir
The Inspector of the
Dayzen Division
Sir
I have the honor to
transmit herewith a copy
of a communication No.
570. of the 29th ult. &
to state that, Concurring
in the expediency of
improving the line of
communication between
Ogunkay Island & the
Mainland, the authority
has appropriated
the sum of Two Thousand
already sanctioned & the said
work in the repair of
Roads of Communi-
cation of the Island
As the Funds
above mentioned, is
insufficient to a practi-
cable road being made
over the Ogunkay
Island, I have sanctioned
an further sum of
Rupees One Hundred
Rupees Eight hundred on

Etat civil, a fait
le présent Extrait
de sa force Concernant
Yvon, Isabelle Thérèse
Inscription Hypothécaire
à un Etat de
droit et Exécutoire.

13 Déc 1937

1834

To

The Superintt.

of Ferries

Dublin Dept. } 13th December

Acknowledges letter
No. 570 of the 29th. Ult.
and authorizing the
appropriation to the
purpose of improving
the line of Communi-
cation to the Legumbay
Ghaut from Skerries
Pier of the 500 Pagodas
already sanctioned for
the repair of roads in
his District —

Dublin No 6 Dec 13th 0

Mb

No 10.

Sl 3

To

The Officiating Secretary

to the Commissioner for the

Government of the Territories of

the Rajah of Mysore

Sir,

With reference to my letter No 510 of the 29th November last I have the honor to enclose copies of a letter from the Superintendent of Malnaad dated the 2d instant and of the report thereon mentioned with the original drawings which accompanied it.

2 From this very interesting report, which is founded on calculations and experiments that admit no doubt of its accuracy, it appears, that a road five miles long, and twenty feet wide, with a slope of only one in eighteen, with the

requisite drains and bridges can be completed for an outlay of ten thousand dollars. From the sketch of model sent, that the worst portion of the road will be something under two miles, so that should the sanction of the Dominion Government be granted for completing the road on the Canada side of the frontier the share of the expense devolving on this province will not exceed the very moderate sum of $2000 dollars. The importance and great utility of the work have been so clearly shewn in Captain Green's that under this circumstances I have nothing to add to his able remarks but to recommend most strongly that it be immediately undertaken.

A copy of Captain Green's report has been furnished by him to the Principal Collector of Canada to whom I have also forwarded copies of this correspondence.

4. I entirely concur with Captain Green in thinking that the presence of an European Officer is essential to the success of the work.

5. I would also suggest as the most convenient plan, that the whole of the ghats be executed by the same authority and under the superintendence of the same officer, in communication with Captain Green, and that the proportion of the expense to be defrayed by the Mysore State and Madras Government respectively, be calculated when the whole work has been completed.

6 To enable Captain Green to ascertain the cost and practicability of making the new ghaut beyond the possibility of mistake, and also to turn his personal directions to the greatest advantage. I took upon myself, at his suggestion to advance the 2000 Rupees sanctioned

for

for the road from Emu Bay to Hermosa
to be employed in clearing away the jungle from
the new line, and completing such parts
that Captain Green might consider necessary
to preclude any doubt or difficulty in finishing
it, and with the same pains I also ordered
out a party of 150 Convicts to be employed
first on the Heart and then on the road
to Hermosa. I have to request that the
Commissioner will be pleased to cause the
irregularity I have been guilty of in
anticipating his orders. The laborious task
which Captain Green had to perform made
it impossible for him to complete his report
sooner, and was awaited for it the important
Despatch in Town. The work laid out and
commenced by him must have been
lost

I should beg to suggest as Captain
Green has not had time to furnish his

drawings

drawings in duplicate that the originals may be copied by the Madramut Department at Bangalore and returned to this Office

I have the honorable
Sir
Your most obedient Servant

A Stokes
Superintendent

Kurgoor Division
Superintendent's Office
Seringapoor 5th January
1838

Karamil Office in Mysore

The Superintendent

Nuggur Division

Sir,

I have the honor to apprize you that I have this day despatched to your address by tappal, some notes I have lately prepared on the Agumby ghaut, which place I left yesterday morning, and shall not, I fear, have an opportunity of revisiting for some time to come.

As, however, I hope that my report will place in a favorable light the expediency of regularly undertaking forthwith the new ghaut I have marked out, I beg to enumerate a few items which I consider to be urgently required there for the use of the working party and which I would recommend its being furnished with at the earliest convenience.

Names	Remarks
Six country carts with bullocks and drivers complete.	For conveying gravel &c. which has to be brought from a distance, the

	the carts should be supplied with the large basket on which earth, sand, &c., is usually carried.
Six large hammers Six small ditto	The former supply being sufficient.
6 Twelve ditto iron wedges with steel points.	6 Ditto ——— ditto
Six long crowbars.	6 Ditto ditto
Sundry lbs of iron	For repairing breakages.
Sundry large pieces of steel	The former steel supplied does very well for pointing tools, but has not been found large enough excepting a few pieces already disposed of) for stone cutters tools.
An Europe grindstone with iron axle and handle, and water trough stand complete.	This can only be procured readily, on a requisition to the Ordnance Government by the Commissioner, on the usual indent, from the Bangalore General Stores. It is particularly required as there are no means now of sharpening the tools except by hand

-ing (which destroys their temper,
and then beating them out
For want of a grind-stone, the
bill-hooks and hand-hatchets
(which will always be greatly
in request in road making) in
the Nuggur Division generally
are of no use to the convicts.

I have left an intelligent Mastry on the ghaut, whose pay may be 20 rupees per mensem as the post is one not much sought after. He has been instructed to proceed with the work, with the 150 prisoners 19 comolies and 120 canara coolies, those from the Nuggur, Cowdy droog and Coppa Taluks having been permitted to return to their villages on account of the harvest.

There remains for me only to add, that should the Madras Government not be at once prepared to execute its share of the road, it will be considered no reason I trust, why we ought not to continue, re

marking

remaking the Mysore side; the end of which it will be remarked by the plan runs into the old ghaut exactly on the Frontier.

I have the honor to be

Sir

Your most obedient Servant

Signed; C. Lyon

Sup.t of the

Maramut.e Depart.t

Shiramoga

9th January 1838

(True copy)

Wilks

Superintendent

Received in Letter from the Secretary to Government dated 9th January 1838

1838

No 93

From

The Superintendt

Ft Snelling

Dated 5th

Recd 10th January

Enclosing a Letter No 93
Dated 29th November last Enclosing
Copies of a Letter from the
Superintendt of Emigration of
the Red River Settlement
upon the Aboriginal Tribes

No 12

Inclosure

1682

From
The Lieut. of Illinois

Rec'd 5th & January
Ans. 10th

Informing him of the
Receipt of his Letter
by a Letter from the
Superior of Missions
to Mr. Smith, and of
the Papers sent upon the
Discovery of Canada

514

Mammut Office in Mysore

Report upon the Agumby Ghaut

The Agumby Ghaut is that by which communication is chiefly carried on between Dharwar, Bellary, and the Nuggar and Chittledroog Divisions of Mysore with Mangalore the principal town and seaport in Canara, and with Goorroopoora, Barkull and Codapur, also considerable towns.-

It has been ascertained × that 1315 bullocks passed the Agumby Ghaut from the 1st July 1836 to the 30th June 1837 in excess of the most frequented of the other ghauts between the Nuggar Division and Canara- the Statement also shewing that 725 bullock loads of Cotton-wool or yarn were carried down the ghaut; while only 29 bullock loads of the same passed the other ghauts, collectively, in the same period. It would therefore seem that the Agumby ghaut, is,

× in a Statement prepared by Mr Stokes of imports in and exports by each of the Ghauts.-

in my point of view the first to which attention should be directed.—

It possesses one very great advantage over the other ghauts, in there being no undulations from the Callysore side to the head of the ghaut; the road from Agumby being a perfect level or easily capable of being made so whereas at the other ghauts the difficulties of the ascending merchant are but half over on his reaching the summit. The remarkable formation of the ghaut country at Agumby, literally table land brings Callysore and Canara much nearer together, than (I imagine) is generally known. The total height of the ghaut here being only about 1500 feet which cannot be more than half the height of some of the other ghauts.—

Nonetheless, though shorter, it is just as bad, for its length, as the other ghauts; that is, I believe parts of it are quite as steep; for after witnessing the efforts

efforts of Cattle in ascending or descending, it appears that a road but a trifle more steep, would be absolutely inaccessible to them.

The ghaut measures 1,000 yards from the top to the boundary, part of the slope of which is as great as 1 in 3, as the accompanying levels will show. From the boundary to the foot of the ghaut measures 1 mile — 100 yds, or from the bank above to the point below, to which it would be proper to make a road, 1 m. 5 yds.—

Upon surveying the ground, and considering the levels, I came to the conclusion that by prolonging the road three fold, which would make it 5 miles, as good a ghaut could be made as need be desired, and at a slope of 1 in 18 the whole way, which just expends the 1,500 feet to be descended.—

In carrying the above calculations into execution, they have been very satisfactorily verified, as I have proved that

that a good road may be made at that rate the whole way, and one that when finished shall not be more than 5 miles long though owing to the many sinuosities in a line but just plotted off the loose stones and stumps of trees over which the perambulator had to pass, the roads have marked but measure at present 1 [illegible] 50 more than 5 miles.—

The boundary of Collyers and Conard is a ridge of rock, which crosses the road right and left for some distance and is better known by the name of Rocky or the Buffalo dish from the numerous cattle &c the habitation gives which having all fallen over this precipice. The new road at this place may be so arranged, as to be secure against the possibility of such a disaster occurring in future though the old road here is one of the very worst parts of the whole.—

The accompanying sketch shows

to

the figure of the old road—and the direct
-on of the line by which I propose to
supercede it. The ground is much to-o con-
-fined to admit of one line from the top
to the bottom, and I have therefore been
compelled to have recourse to zigzags,
against which however, (though they may
not please the eye on paper) I know
of no objection: indeed, there would appear
to be an advantage in this kind of pass,
in as much as the drains of the stretches
above would carry off much of the rain
water, which would otherwise accumulate
all the way down the mountain side to-
-wards the road at the bottom: nevertheless
I would not have adopted the zigzag form,
had it been possible to avoid it -

It will be observed, on inspection
of the levels, that the old ghaut on the Agum-
-by side ascended some 60 feet to the
Canara bungul, which made the ascent
so much the more difficult from the lo-
-mois[illegible]war

mainshuan side. This has been entirely a-
voided in the new line. It was most likely
to be intended for the purpose of more easily
defending the pass against the incursions
of the low country people; the entire ghaut
indeed bears the appearance of having been
originally designed more with the view to
military purposes than to commerce; for
though it is obvious that prodigious labour
has been expended on it at different times
in the vain hope of improving it, no but-
-lock properly laden has ever yet been
able to pass down it. For such cattle
as have an ordinary load, it is obliged
to be carried on men's heads at ½ a
rupee per load, which the Cotton entering
Canara by this ghaut pays. But it cannot
always be conveyed readily even in that
manner, for on the 20th Dec. an old musal-
-man, whom I had remarked for several
days, encamped with bales of Cotton at the

top

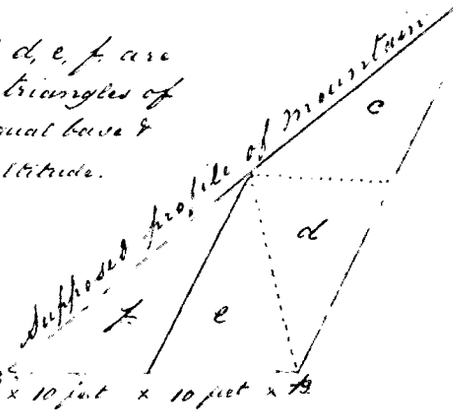
top of the Ghaut, complained to me that the Ghaut Coolies (who are a peculiar class of people) not being forthcomming, being employed in the fields, or in some other way on their own pursuits, his cotton had been detained above the Ghaut for 10 days, and such detention is by no means uncommon- as there are only a limited number of Coolies, it takes place when 2 or more parties with goods arrive at the Ghaut on the same day.-

The accompanying Statement, copied from the Talick accounts, shews what has been expended under my direction on the new Ghaut up to the 31st December 1837.

The total may be seen to be Rupees 800, with which upwards of one mile of road has been cut 10 feet wide and the remainder from 3 to 4 feet wide. To finish the other 4 miles of road to 10 feet wide (without drains) it will not take more than Rs 800, owing to the work

becoming

becoming rude as it nears to the foot of the hill for the last half mile there is scarcely any cutting required: thus a 10 feet cut may be made the whole way down for R^s 1,800. but a width of 10 feet is not sufficient for the purposes of a district as a bullock laden with bales of cotton takes up a space nearly 8 feet wide, so that there would not be room for 2 animals to pass one another. The road should be at least 20 feet wide which would increase the cutting required exactly four folds, as the annexed diagram will explain. I am allowing R^s 1800 for the extra labour of throwing the earth on the lower side, to which I would add R^s 2000 for road drains ditches &c thus making the cost R^s 9000 per mile or 17,000 R^s total, for which sum I have no hesitation in stating my belief that a very good carriage road.



4 triangles of equal base & altitude.

road may be made.-

A party of 150 convicts from the Shemoga jail have lately begun widening the head of the new Ghaut to 20 feet and I find this is a species of employment for which they are particularly well adapted as it fixes them to one spot, and they are thus enabled to work to the greatest advantage I would therefore take the liberty to suggest, should the Madras Government determine to remake its half of the Ghaut, and there be no objections to it, that a similar party of convicts from Mangalore or elsewhere should be sent to Somaishwar to work up the road: with the aid then of the Coolies which Shydoo could furnish and those which may be supplied from Canara, the road might be entirely completed before the next rains.—

I have constructed all the

lines

level that will be wanted, and have
put a good Overseer on the ground,
who has been instructed how to form
the drains and in all other particulars
essential to the proper conduct of the
work, but it is of course indispensible
that an officer should be present to su-
perintend without one more sent, I
do not think the Coolies who have an
aversion to working in the ground, could
be kept together.

If an officer of Engineers
cannot be spared, there would be no
difficulty in obtaining the services of an
Officer of the Line, who would do perhaps
equally well now that the road is
marked out, and when I could commu-
nicate with, and assist by all the means
in my power, as well as by coming to
inspect the work during its progress.

Signed C. Green
Asst. Qr. Mr. Genl. Depart.

Bgalore
1st January
1835

pvt

No 34.

515

To

The Officiating Secretary
to the Commissioner for the
Government of the Territories
of the Rajah of Mysore

Sir,

With reference to my letter of the
5th instant I have the honor to forward
for the information of the Commissioner the
accompanying copy of a letter dated the 17th
instant from the Principal Collector of Ca
nara with enclosure

2 So soon as Captain Green's
presence can be dispensed with at Banga
lore I would beg to suggest the importance
of his return to this Division not only to
complete the Estimates and arrangements
for the new road in the event of its being
sanctioned but to prepare Estimates for the
Anicut in the Soruh Taluk and other works
re-

required here to which his sudden recall pre
cluded him from attending.

3 I take this opportunity of stat
ing that awaiting the instructions of the Com
missioner in reply to my letter of the 5th inst.
I omitted as also his sanction for the appropria
tion of a further sum than has yet been
expended in advance on Captain Grant's Es
timate I have ordered the employment of la
bourers on the Road to be discontinued.

I have the honor to be
Sir,
Your most obedient Servant,
A Stokes
Superintendent

(Augustus Tresson
Superintendents Office
Sydney 29th January 1838)

To

The Superintendent of

Negapatam

Sir,

In answer to your letter dat
the 4th instant. I have the honor of transmi
ting for your information, copy of a letter
addressed by me to the Board of Revenue
in the Department of Public Works.

I have the honor to be
Sir
your most obedt. Servan
(Signed) M Lewin
Principal Collr

Mangalore, }
Canara, }
17 January 1838

To

The President and Members of the
Board of Revenue in the
Department of Public Works
Fort St. George

Gentlemen,

I have the honor to acknowledg

the receipt of your communication, dated

the 20th ult. addressed to me as the Representative

of Hungary, & to thank you for the kind manner in

which you have expressed yourself towards me personally

and towards the cause, I have at heart. I am sorry

that your communication should have reached me at a time,

when I am not in a position to give you a satisfactory

answer on the subject, but I hope, that in a few days

I shall be able to do so. In the meantime I beg leave

to refer you to the enclosed letter, which I have received

from Gen.l Klapka, on the subject of your communication.

The object of having the pleasure of addressing you

at present, is to request you to obtain for me

from Gen.l Klapka, for the satisfaction of a certain

party here, a Manuscript of Lamartine's

History of Hungary, through the Hungarian Country.

I have no doubt, that at the present time,

when every thing here depends upon the state of affairs

in Hungary, and the public mind is turned

to the means of communication between the

two

two countries, are generally so rugged that it is not easy to understand how commercial intercourse can possibly subsist, with such natural impediments.

4 The amount in value of commerce, which passes between Canara & Nuggy by the Agumbay Ghaut, is not as yet very large, and the duty realized at the frontier trifling, but as one and the other depend on the difficulties of the country, the removal of the latter, would of course lead to an amendment in the former commerce.

5 Commercial considerations do not however carry with them, the same importance in the case, as those which are strictly political. the chief of which is, the almost impossibility of military communication, between the two countries there is not a Ghaut in the district available for the march of a body of troops, with the requisite carriage of guns &c attached to it.

6 The number of hillocks that pass

pop. upwards down the Agumbay ghaut
in the year may be estimated at about
10,000- The most valuable exports from
Canara consist of cocoanuts cut & the
main imports are Rice, Iron, Beer and
Piece goods-

7 The poorer inhabitants of many
depend in a considerable degree on the
sale of leaves - and their farmers for the iron
implements employed in agriculture -
there is also a hilly tract between the
two countries which doubtless with the
encouragement afforded by increased
facilities of communication may render it
become as much to the advantage
as to the people -

8 The distance from Sulkpee
to the Canara boundary towards Agumbay
is 42 miles a considerable portion of the
road running over a hilly jungly country
presenting no very great difficulty in its
repair - I do not however feel competent
to express more than a very general
opinion

openion on such subjects.

9 The Board of Revenue will
perceive, the mode of arrangement proposed
by Mr Stokes, in the 5th para of his letter
to the Mysore Commission, dated in the
present month. I concur entirely in
the plan, and agree with him in think
ing it would ensure a satisfactory resu

10 Should the Board of Revenue
also concur, nothing more would be nece
sary, than to appoint an officer under
the Superintendence of Captain Green
to survey and carry on such part of the
road as he has not already surveyed,
and estimated the expence of; adapting
as much as possible his estimate as
far as it has gone. other arrangements
regarding labar &c might be made,
through my own office. by this plan I
think it possible as Captain Green
supposes, that we might have a road
before the next rains.

I

I submit the above Report
to the Board of Revenue, as a mea
sure whose results is in my opinion
very poor and dearth. The trade and inter
course between Canara and Mysore will
at all events increase. Into the rate
and percentage as fixed by the
Management of Revenue from the
existing duties -

Thomas Lea Esq
Sign'd Jeburdin
Principal Collr

A True Copy
Sign'd M Stokes
Principal Collr

Mangalore,
Canara,
15 January 1839

True Copies
M Stokes
Superintendent

No. 9 — Mysore Commn. Off

To

516

W. H. Macnaghten Esq.
Secretary with the
Gover

Sir

I have the honor to
you will do me the fa
submit to the Right Hon.
the Governor General
the accompanying Cop
from the Superintendent of
relative to the repair of t
Nundydroog, which I

I have

Extract of a letter dated
the 29th November 1837
Copy of a letter dated 5th
January 1838-

now is, & of the alterations which it is proposed to make, in order to render it practicable for Loaded Cattle, & wheeled Carriages, with other useful information which Captain Green has been enabled to procure on the spot, connected with the subject.-

3. No doubt appears to be entertained either by Captain Green or Mr. Stokes of the feasibility of repairing the Ghaut, as proposed at an outlay of Ten Thousand Rupees which the latter Officer

No. 59. Mysore Com.rs Office

J. 847

The acting Superintendent
of the Nuggur Division

General Detail

Sir.

Adverting to my letter
No. 17 of the 27th Jan.y last I have the
honor Hd.a to acquaint you
that the Governor General
of India having fully approved
of the measures of opening the
Agumbay Ghaut recommended
by Captain Green and concurred
in by the Commissioner, as
already intimated to Mr. Stokes,
you are authorized in commu=
=nication with Captain Green,
to carry on the work to completion
with all expedition

2. It is expected that early
orders will be issued by the
Madras Govt. for the co-operation
of the local officers of that Govt.,
and the application has been
renewed for the services of an
officer

Officer of Engineers or of the
Line being allotted to this
duty, under the general
Superintendence and direction
of Captain Green.

C.W. March. 1838.

N

The Commissioners
is however desirous
that no hired
labourers should
be employed on
the works until
they can be
superintended
by an European
Officer -

1838.

To
The Lieutenant Governor
of Tobago

Dated 9th March.
Desp.d 28th March.

Adverting to the Lieut.t Governor's Letter No. 17 of the 27th January last authorizing him to communicate with Captain Green, the Work of opening the Aqueduct Channel

No 141.

To The Officiating Secretary
to the Commissioner for the
Govt. of the Territories of the
Rajah of Mysore

Sir.

Having received reports from the Darogah over the prisoners at the Agumbay pass, that very heavy rain has much impeded their work, and the sick list increasing, I have the honor to request you will bring the same to the notice of the Commissioner, with a view to withdrawing the prisoners from the Malnaad during the Monsoon.

2. With reference to Mr. Stokes' letter of the 5th January I beg also to represent, that all the prisoners can be very advantageously employed at Shemoga, but as the roads at and about Soorgher are in a very bad state. I think

think, that a gang of 100 had better be sent here. With a view however of taking advantage of the valuable suggestion which Captain Grew will be able to afford. I may be permitted to suggest, that should it be found inconvinient to sanction the Amount requisite for defraying the expence of the improvements recommended, what is collected on account of fines and from sales of unclaimed Goods & Cattle would afford the means of fulfilling & carrying all the measures suggested for promoting the salubrity of the town of Shewinga into full effect.-

I have the honor to be
Sir
Your most Obedient Servant.

Nuggar Division
Superintendents Office
Cheeamoogaloo 7th
May 1838

A Macleod
Offg. Superintendent-

1838

f. 165. f.

From

The Acting Supt.

J. Sturgeon.

Dated 7th

Rec'd 11th Nov.

States that he has learnt from the Dafedars over the Pres. that the Agumbay Ghat was much impeded their work and the sick listing creating the Inspects the with= =drawal of the Pris. from the Ghaut during the Monsoon. Also writes that the roads about Bury. Cherra are in a very bad State & thinks that a Bungy about 100 Rs. be built there. — Suggests that the money collected from Fines, Sales, Unclaimed Goods &c will be applied to wards promoting the de= =cency of the Town of Pres= =idency by covering the Ex= =posure on that Ghaut. —

No. 1. 411

No. 82

Mysore Commr's Office

To.

The Acting Supt of
Kuggur Divn.

Sir.

Having laid before
the Commr your letter
No 141 of the 7th Instant,
I have the honor by his
desire to state that the
general Superintendence of
the construction of the road
on the Agumbay pass having
been entrusted to Captain
Gross and subordinately
to an Officer of the 52nd Regt
N.I. relative to which
you will receive a further
communication the disposal
of the convicts employed
on that work would, he
thinks, be properly left to
the former Officer, who will
accordingly

accordingly be informed of the same, and will be furnished with a copy of your letter and of this reply to it.—

2. You will be good enough to furnish an account of the Fund formed from the levy of Fines from sales of unclaimed goods &c. during the last four years, which you suggest might be appropriated to cleaning and making other improvements in the Town of Shemogah, according to the plans recommended in Inst. Stokes' letter of the 5th. January.—

I have &c.

Bangalore
12th May 1838

1232

No 6

To

Sl 10

The Secretary to the Commissioners
for the Government of the Territories
of the Rajah of Mysore
Bangalore

Sir

I have the honor to acknowledge the receipt of your letter No 303 under date 15th Instant and to report for the information of the Commissioners for the Government of the Territories of the Rajah of Mysore, that I arrived here this morning, and took charge of the Men employed on opening the Augumby Pass

I have the honor to be
Sir
Your Most Obt Servt
H Bowen Capt 52nd Regt
A S

Augumby Pass
May 20th 1838

ordered to be
Lee briefed

1838

From

Captain W. Lanier
2nd Regt. R. I.

Dated 30th Nov
Rec'd 3rd Dec
Return Order Letter No. 323 of the 30th Inst. and reports that he arrived at the Agency Sept 7th Invoices & Clothing &c the Men employed in opening the Road

Wb

No 166.

SL 11

To

The Officiating Secretary

to the Commissioner for the Govt

of the Territories of the Rajah of

Mysore

Sir,

As referred in the 2d Paragraph

of your letter No. 82 of the 12th instant

I have the honor to transmit the Account

In Hindwi & English

of the fund formed from the levy of

fines, from sales of unclaimed goods

&c during the last four years thereon

required.—

I have the honor to be

Sir

Your most obedient Servant

A Maddox

offg Superintendent

Nuggur Division

Superintendents Office

Shemoga 23d May 1838.

No 6

To

5l 12

The Secretary to the Commissioner
for the Government
of the Territories of the Rajah
of Mysore

Sir —

In communication with Captain Green. Superintendent of Peramut Dept. Mysore. I take the liberty of suggesting the withdrawal of the Convicts now employed on the opening of the Agumbee Pass for the Months of June, July and August, as all accounts show the impracticability of the work proceeding during that interval with any thing like alacrity, and that it will be impossible to procure hired Coolies in any number. I request an early reply, as the Monsoon being so near at hand, a few days delay may render the Road between this and Shemoga

impassable

Another strong reason I have for taking the liberty of recommending the withdrawal of the Pioneers, is, from information I have received, of the great difficulty if not impossibility of provisioning them during the Monsoon, I understand it was the intention of Govt to have withdrawn them on the 25th Ult. that consequently no Stock was laid in. and the lateness of the season now renders doubtful the possibility of so doing

The Huts are in no wise calculated to protect them against the violence of the Monsoon and grain in any great quantity is not procurable at this time of the Season

I have the honor to be
Sir
Your most Obt Servt
H Bower Capt 52nd Rgt
Supt of the Agency Corps

Hyderabad
June 3rd 1843.

1838

From

Captain Brown

Superintendent

of the Egyptian Slaves

Dated 3rd

Rec'd 6th June

Suggests the withdrawal

of the Prisoners employed

in Offices as the Agreement

stands for the Months of

June July & August.

By Express Mysore Comm.r's Office

No. 363 of

To Captain Bower,
52.d Regiment
Superintending the Repairs
of the Agumbay Pass

Sir

I have had the honor to lay before the Commissioner your letter of the 3.d Instant this morning received, and in reply I am directed to state that concurring in your suggestion for the withdrawal of the Convicts from the Pass during the Monsoon, he authorizes their immediate Return to Seringapatam

I have &c &c

Signed A Clarke
Offg Secy

Bangalore
6th June 1838

Lt Foley Engrs
Send copy to the
Officer

5416

16

1838

No. 3.

To

Sl 14

The Secretary to the Commissioner
for the Government of the Territories
of the Rajah of Mysore

Sir

I have the honor to acknowledge the
receipt of your letter under date the 9th
Instant and in compliance with the
authority therein granted, to state
for the information of the Commissioner
for the Government of the Territories
of the Rajah of Mysore, that I have
given the necessary orders for the
immediate return of the Convicts
to Shemoga —

I have the honor to be
Sir
Your Most Obt. Servant
H Bower Captain
52nd Regt N.I.
Supt. of the Repair at the
Agumbee Ghats

Agumbee
June 12th
1838

No 212.

To The Officiating Secretary
to the Commissioner for the Govt
of the Territories of the Rajahof
Mysore

Sir

I have the honor to report
that Captain Bower agreeable to your
instructions has withdrawn the Convicts
from the Agumbay Ghaut - Being
at a loss whether this Officer's services
can be taken advantage of in superin-
tending the Convicts if employed during
the monsoon in making good as much
as the time will admit of the direct
line of road from Burrghar to Agumbay
through Shemoga I beg you will be

to

so good as to give me the Commissioner's orders thereon, which I recommend as the best way I can suggest of employing the Convicts by taking advantage of placing them on a work which an European Officer will superintend. —

I have the honor to be,

Sir,

Your most obedient servant,

A. Macleod
Offg Supt.

Nuggur Division
Superintendent's Office
Shewmogur 21st June
1838.

1838 f.° 179

Letter
from
the Attorney Genl.
for Tuscany.

Dated 21st June
Rec.d 25th June.

Reports that Capt. Bowen has withdrawn the Consuls from the Byambee Islands in consequence of the King having declared it his positive & absolute pleasure that Europeans & Byambee subjects should not intermarry —